(2) Non-availability of alarm for ash level high to the operator to fore-warn him of impending problems.

(3) Lack of detailed operation and maintenance instructions for ESP and ash handling system from the Vendors.

(4) Lack of awareness of operating staff and operating personnel and contractor's staff as to the limitations of the structural design.

(5) Problems associated with as evacuation system.

(i) The ash handling system was not fully commissioned. The fluidising system was running without the heaters. (This was likely to cause clogging and choking of the hoppers).

(ii) The ash evacuation sequence was inappropriate to the level of generation and has caused excessive accumulation of ash in the first few rows of hoppers.

(iii) No manual evacuation of hoppers was carried out.

(6) There is no evidence of sabotage or explosion in ESP or international maloperation.

(b) Yes, Sir. The Interim Report of the committee identified the causes of failure as exessive ash accumulation and cited other possible causes relating to bulk density of ash, structural design, etc.

Upgradation of airports and construction of new runways

*205. MISS SAROJ KHAPARDE:

SHRI HIPHEI:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Government have any proposal to upgrade Indian airports and to build new runways; and

(b) if so, details thereof

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) and (b) Upgradation of airports and other infrastructural facilities is a continuing process and is taken up in a phased manner depending upon projected requirements and availability of resources.

Major projects of upgradation and construction of new airports envisaged during 8th Five year Plan by the National Airports Authority (NAA) and International Airports Authority of India (IAAI) are as follows:—

(i) Modernisation of air traffic control services at Bombay and Delhi Airports.

(ii) Procurement of Airport Surveillance Radars and Monopulse Secondary Surveillance Radars.

(iii) Procurement of Instrument Landing Systems.

(iv) Development of Model airports.

(v) Construction of International Passenger Terminal Complex (Phase-III) at Bombay airport.

(vi) Construction of Domestic Terminal Complex (Phase-II) at Bombay airport.

National Airports Authority has a proposal to construct a new runway at Kargil (J &K).

Amount Allocated by NABARD for Rural Projects In Gujarat

*206. SHRI CHIMANBHAI HARIBHAI SHUKLA: Will the Minister of FINANCE be pleased to state:

(a) the amount allocated by the NABARD for rural projects in Gujarat during the VIIIth Five Year Plan;

(b) the amount disbursed so far and the amount spent on various projects, district-wise;

(c) the benefits given/provided to the rural poor through NABARD projects; and

(d) the Criteria adopted for disbursements of loans to the rural poor;

THE MINISTER OF STATE IN THE MINISTRY OF FINANCE (SHRI M.V. CHANDRASHEKAR MURTHY): (a) and (b)

National Bank for Agriculture and Rural Development (NABARD) provides refinance support for short term, medium term and schematic lending of banks. The rural projects are covered under schematic lending. Refinance allocation for various States/Union Territories including Gujarat is made by NABARD on yearly basis. The allocation made under schematic lending for refinance assistance in Gujarat and availment of such refinance by banks for various projects, such as minor irrigation, farm mechanisation, dairy development, Integrated Rural Development, etc. during 1992-93, 1993-94 and 1994-95 under VIII Five Year Plan are indicated below:

(Rs. Crores)

Year	Allocation made by NABARD	Availment by banks
1992-93	115.49	126.83
1993-94	153.00	168.78
1994-95	185.25	94.37 (upto Jan. 95.)

The district-wise details of availment of refinance for 1992-93 and 1993-94 are indicated in the statement *(see below)*

(c) and (d) NABARD has sanctioned for the benefit of rural poor a number of schemes in Gujarat relating to minor irrigation, animal husbandry, horticulture, fisheries, drought animals and animal driven carts, etc. In sanctioning area development schemes for farm and nonfarm sector activities, NABARD stipulates that coverage of small farmers, marginal farmers, agricultural labourers, SCs/STs etc. should be at least 65% of the total project outlay. The criteria adopted by NABARD in the matter of refinance for disbursement of loans by Banks to rural poor are as under: (i) The income criterion adopted by NABARD for identification of rural poor is annual family income of Rs. 11,000. (ii) The rural poor is given concession in respect of margin money/down payment. If capital subsidy is available, the same is considered as margin/down payment. In case of other category of borrowers, the down payment normally varies from 10 per cent to 15 per cent of the project cost depending upon the type of investment. (iii) The minimum acreage norms for minor irrigation activities such as dugwell, borewell are relaxed in the case of small/medium farmers. (iv) The rural poor are given liberal loan repayment periods for various schemes. (v) The rate of interest of loans upto Rs. 25,000—is 12 per cent per annum on investment credit.

Statement

District-wise details of refinance assistance availed of by the banks from NABARD under schematic lending in Gujarat State during the first two years viz. 1992-93 and 1993-94 of VIII Five Year Plan

(Rs. in lakhs)

Sl.No	District	NABARD'S Refinance	
		1992-93	1993-94
1.	Ahmedabad	579.76	812.51
2.	Amroli	433.26	537.64
3.	Banaskantha	1530.94	1914.40
4.	Baroda	535.83	590.57
5.	Bhavnagar	544.45	854.00
6.	Bharuch	391.22	575.15
7.	Valsad	813.91	1080.06
8.	Dangs	33.81	12.58
9.	Gandhinagar	81.45	118.31
10.	Jamnagar	343.72	389.07
11.	Junagadh	571.58	846.24
12.	Kheda	956.46	1430.14
13.	Kutch	550.67	483.71
14.	Mehsana	1319.73	1907.26
15.	Panchmahal	882.49	847.03
16.	Rajkot	1138.32	1655.36
17.	Sabarkantha	866.67	1414.56
18.	Surat	680.33	796.50
19.	Surendranagar	428.20	612.81
	TOTAL:	12682.80	16877.90